observed that, during the last 6 years, timber worth about Rs. 61 lakhs had been exported and that the loss to Government in the shape of duty amounted to about Rs. 6 lakhs. The abolition of export duty had tended to deplete the forests of timber and difficulties were being experienced for getting timber for house-building purposes. Further, no steps were being taken to replace trees felled, and the coupe sales were still going on. Firewood had become scarce and the price had gone to prohibitive sums. The re-imposition of duty on fuel from Vrischigom last would, no doubt, postpone the day of scarcity. Still the replacing of trees felled had to be persisted in in the interests of the State and of the people. The indiscriminate removal of trees affected the rainfall also. Such being the evils arising directly from the free export of timber, it was highly necessary that an export duty should be levied immediately. There was no ground for the fear that, if the export duty be re-imposed, timber would accumulate in the depots and remain unsold, because it was an indispensable article which everyone in the country wanted for diverse purposes. Financially, the State was a loser, for a legitimate source of income was not being tapped. Under the Interportal Trade Convention timber was the only article on which a 10% duty could be levied, all other articles being subject only to 5% duty. The very fact that 20 years ago the British Government agreed to such a high rate of duty being charged on timber showed how the article was valued. Again, the present awakening in the political and commercial world ought to be taken seriously in demanding exceptional treatment in regard to customs revenue. It was only recently that the Government of India ordered the levy of export duty on hides and skins at the rate of 15%. Turning to rubber, the Member submitted that the progress in rubber cultivation was marvellous and that during the past 11 years rubber worth several lakhs of rupees had been exported, the actual quantity having increased from Rs. 16,140 in 1084 to Rs. 78,28,853 in 1094. With regard to the development of rubber it had to be noted that the industry had been well encouraged by Government and that it had passed the infant stage when levy of duty would perhaps blot it out of existence. It had been showing a steady advance and was bound to show still larger returns in the course of about half a dozen years more. According to the Member's estimate of 5% duty, an annual income of about Rs. 3½ lakhs could be assured to the State. The tile industry too was a flourishing one and had gone beyond the stage of infancy or experiment and it was high time that some tax was imposed. The expansion of the tile trade was considerable and the increase in output was so marvellous as to keep it in *statu quo* in spite of a rise of 10% in price. The imposition of export duty on tiles would augment the State revenue to the extent of Rs. 13,521 per year. Lastly, there was monozite sand. Though there was a royalty on it, it should not be considered hard, if an export duty was also levied. Travancore was the only other country in the world where monozite sand was available in large quantities. The Member then gave figures in regard to the export of the mineral from 1085 to 1093. A 5% duty would secure about Rs. 20,000 annually to the State.

Dewan's reply.—In the levy of export duty on fuel recently ordered by Government, partial effect has been given to the representation of the Member. The other points will be considered.

27. Development of trade in South Travancore and what Government should do for the same.

Mr. Ramasuppu Sivathanu Chettiar (Member, Trading Classes, Kottar) observed that the whole quantity of tobacco required for consumption in Travancore was imported from outside, although there were many places within the State fit for tobacco cultivation. He objected to the rule prohibiting, except under license, the wholesale or retail vending of tobacco in the taluks of Thovala and Agastiswaram. The income already derived from duty on imported tobacco amounted to something like three lakhs of rupees, which was bound to increase in course of time. There was thus no necessity for increasing the income from tobacco by the levy of a license fee. Besides, the system was a source of great inconvenience and hardship to the merchants in those two taluks. The merchants dealing in tobacco were asked to keep separate accounts in respect of their transactions regarding the purchase and

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sale of tobacco and that gave an opportunity to the Excise men to harass the merchants who were consequently put to innumerable difficulties. One reason alleged for introducing the license system was the possibility of smuggling through those taluks. But he was not aware of any case of smuggling having been brought to notice till now. He, therefore, suggested that the merchants in the two taiuks might be relieved from the liability to take out licenses for the sale of tobacco and keep accounts for the same.

The Member also urged the necessity for landing Jaffna tobacco at Colachel or Leepuram and bonding it in the Kottar Bankshall for the use of the merchants of Kottar, who at present were put to unnecessary inconvenience and hardship, as they had to get the article from Quilon and Alleppey, where alone it was bonded in warehouses.

Dewan's reply.—Noted.

(5) MARINE.

28. Colachel Pier.

Mr. N. Kunjan Pillai (Member, T. I. C., Colachel) pleaded for more facilities being given for the development of trade and industry, especially the improvement of the ports in the State. The construction of the Cochin port should, the Member urged, bring the problem of the improvement of ports in Travancore nearer solution now than before. Of the 18 ports in Travancore there was not one possessing the natural advantages which Colachel had as a port. No doubt Alleppey was the most important port in Travancore. But in view of the large and special benefits the trading communities would derive when the Cochin harbour scheme matured into action, a considerable sum of money would have to be spent at Alleppey for its being converted into a suitable port with all up-to-date conveniences to the mercantile classes. On the other hand, Colachel had so many natural advantages and the situation of the port was admirably suited to shipping business. It was an ancient port in the days of the Dutch and ships used to anchor. Perhaps, it would be well to have a maritime survey conducted by experts to ascertain the capacity of our seacoast for the location and construction of ports at minimum cost. Even under present conditions there was considerable shipping business in Colachel; and on account of the want of a bridge for a short distance over the sea great loss was being caused to merchants. For instance, the Monczite Company which was exporting monozite sand was being put to heavy loss, as the sand got wet in the course of transport to the steamer. The Company was prepared to construct the bridge, if the Government would make a substantial money contribution towards its cost. The Member added that he was specially commissioned by the Company to bring the matter before Government. He therefore urged the construction of a harbour at Colachel and was of opinion that it would not require a heavy outlay.

Dewan's reply.—It does not appear possible to construct a pier at Colachel in the near future as the construction of the Trivandrum pier is not yet complete and several works in connection with it have yet to be carried out.

In regard to the offer of the Monozite Company to construct the pier at Colachel, the matter will be considered on receipt of a direct representation from them.

III. PROTECTION.

Legislation, Criminal and Civil Justice, and Registration.

(1) *Legislation.*

29. Appointment of a Committee for the introduction of a Bill relating to the Nanjinad Vellalas.

Mr. A. Thanumalayaperumal Pillai (Member, Thovala taluk) represented that there was not a more urgent subject which a Member of the Assembly from Thovala could take up than the need for reforms in the customary law by which Nanjinad

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